



Consulting & Appraisals

Phone: 905-317-7154

WWW.dpconsult.ca



1973 Chevrolet Camaro Z-28

Owner :



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The purpose of this appraisal is to provide the vehicle owners with an unbiased written estimate of the condition and value. The appraisal should satisfy the requirements of the classic and collector car insurance industry of Ontario.

The appraisal is provided to help the owner and insurance company in substantiating the OPCF 19A ("Agreed value") and not the ACV ("Actual Cash Value") of the vehicle prior to possible claims of damage or loss. The overall condition is identified with detailed reporting of various aspects (e.g., paint, interior etc.). Photographs are also provided to help validate the condition at the time of the appraisal.

Validation of certain statements made by the owner about the vehicle and unseen latent or inaccessible aspects of the vehicle's condition or history are outside the scope of the appraisal. Nonetheless, the owner's statements about the vehicle may be included in the appraisal in order to provide information that may be helpful. It remains the responsibility of the owner, however, to verify such facts with supportive documentation if required by the insurance company.

The conclusion of the appraisal is an assessment of overall condition based on a complete list of specific areas of concern (e.g., vehicle history, body, suspension, drive train, paint finish, interior, etc.) The final condition evaluation was then related to standard categories, as set forth in the most recent and established publications and industry guides. Collector car value guides typically use a scale of 1= very best 2= very good 3= average 4= Good 5= poor and 6= parts car. The overall value based on condition is then equated with as much market value research as possible. Published asking prices in various sources were not central to this process.

Finally the appraisal is a stand alone snapshot in time of the condition and value as recorded by the appraiser. Increase in evaluation from a previous appraisal could be due to change in market, collector demand or increase in condition due to restoration. Decrease in value could be the result of a previous appraisal that may have been poorly researched, decrease in demand or the car may have actually deteriorated.

The appraiser takes no responsibility for errors or omissions in this appraisal once it has been accepted and forwarded to the insurer for a 19A policy. This appraisal was the opinion of the appraiser. We are not responsible for any financial losses. All information was accurate on the date of the appraisal. All information was derived for current market values wholesale and retail as well as information supplied by the owner.

NOTE: This Appraisal satisfies the minimum to obtain a 19A policy from most insurance companies

This Appraisal has not been developed for resale purposes or any other purpose except for insurance company in substantiating the OPCF 19A or a 19 policy.

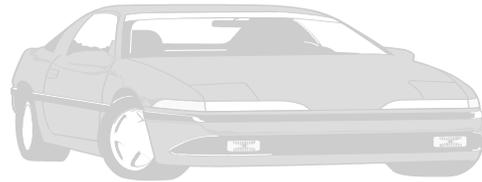
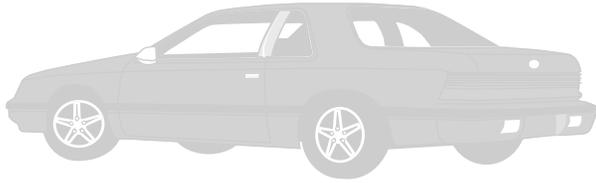
Owners

As owners you are responsible for having the proper coverage on your classic or custom car.

Please understand the difference between a 19 A Policy and a 19 policy . For more information please visit our Web site at WWW.consult.ca

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Customers Name _____ **Address** _____ **City/Town** _____ **Province /State** _____ **Country** _____
Phone _____ **Postal code** _____ **Vehicle Year** _ _____ **Vin Number** _____ **Brand** **Chevrolet**
Model _____ **Body Style** 2 Door **Body Colour** Blue **Interior** Black_ **Mileage** 5063 Miles_



Body Condition	Exle	Aver	Poor	Comments	Body Condition	Exle	Aver	Poor	Comments
Roof	x				Grill	X			
Rear deck lid	X				Hood	X			
Rear tail light	x				Body Condition	Exle	Aver	Poor	Comments
Left front Fender	x				Front light	x			
Left front door	x				Right front Fender	x			
Left rear door					Right front door	x			
Left rear quarter	x				Right rear door				
Left side Windows	x				Right rear quarter	x			
Rear window					Right side Windows	x			
Left Side tire wear	Front	99%		Rear 99%	Winshield	x			
Rear Bumper	x				Right Side tire wear	Front	99%		Rear 99 %

Interior Condition	Exel	Aver	Poor	Comments	Mechanical Condition	Exel	Aver	Poor	Comments
Front Upholstery	x				Engine Running	x			
Rear Upholstery	x				Engine Visual	x			
Carpeting	X				Transmit ion	x			
Dash	x				Clutch	x			
Interior panels	X				Exhaust	x			
					Steering	x			

Option List	Yes	No	Option List	Yes	No	Option List	Yes	No
Power Steering	x		Power locks			Traction Control		
Power Brakes	X		Power Trunk			Anti lock Brakes		
Leather Upholstery	x		Automatic transmit ion			Over Drive		
Bucket seats	X		Manual Transmit ion	x		Tilt Wheel		
Power mirrors			Power seats			Cruise control		
Power windows			Power doors			Alarm System		
Aluminium Wheels	x		Running boards			Driving lights		
Traction control			Trailer tow package			Rear back up sensing		
Privacy Glass			4 wheel drive			Power Top		

Engine size/ Number of Cylinders Fuel type				Over all condition				Appraised value					
3 Cyl		8 Cyl	x	Gas	x	Natural Gas		Excellent	X	Poor		Whole Sale	
4 Cyl		10 Cyl		Diesel		Dual Fuel		Above Average		Rough		Retail Aver	
6 Cyl		12 Cyl		Propane				Average				Retail High	

Comments _____

See Next Pages For Details

Appraised By Daniel Sporbeck Business Number 120798590_ Signature _____

Date _____

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Bibliography and Reference Martial:

Auto Trader publication On line
Nada Appraisal Guide
VMR Appraisal Guide
Barrett Jackson Auction Results
Collector Car Trader On Line
RM Auction Results
Owners Records
GM Archives
Company Records
Hemmings CPI Appraisal

Summary:

This is an appraisal for a 1973 Camaro Z-28 . The first impression of this car is excellent the car shows well pride of owner ship is very evident. This car has under gone a complete restoration. This is a documented number matching car This car has had some restoration work done to it to bring it to its current condition. The car shows very well .The car has had one repaint. I rate this car as a # 1.5 quality car. A close to perfect original or a very well restored vehicle. Generally a body-off restoration, but a well done body-on restoration that has been fully detailed may qualify. The vehicle is stunning to look at and any flaws are trivial and not readily apparent. Everything works as new. All equipment is original, NOS, or excellent quality reproductions The car is always stored in side under cover. This car is driven regularly to show and cruise nights. After two years of watching the Ford Mustang enjoy tremendous success, General Motors finally launched its entry into the pony car segment, the Chevrolet Camaro. Although available with a mediocre six cylinder for volume sales, the Camaro could be equipped with several V8s and a myriad of performance options. Then, of course, was the famous Regular Production Code, Z/28, that would change the industry's view of pony cars. Inspired by the success of the Ford Mustang, Chevrolet launched its own pony car, the Camaro. Chevrolet stated that the "Camaro" was named after the French word for "comrade," although some linguists argued that it was actually Spanish for a type of shrimp. Not exactly an awe aspiring name for a new pony car. Luckily, the Camaro had the muscle to back up its case. The Camaro was based on the up coming 1968 Chevy Nova platform, and featured a uni-body structure from the windshield and firewall back, with a separate steel rail sub-frame for everything up front. The Camaro was available from the start in hardtop coupe and convertible body styles, and could be order with nearly 80 factory options and 40 dealer accessories, including three main option packages and a choice of four different engines. The RS package included numerous cosmetic changes including a blacked out grill with hidden headlights, revised parking and tail lights, upgraded interior trim, and RS badging. Of greater interest to enthusiasts was the SS package which included as standard equipment a modified 350 cid V8 (the first 350 engine Chevy ever offered) with an available 396 cid big block producing 325bhp (L35) and later a 375bhp version, along with simulated air-intakes on the hood, special bumble bee striping, and a blacked out grill. It was possible to order both the RS and SS packages, and get a RS/SS Camaro, in which case the RS badging took precedence. Camaro popularity soared when a RS/SS Convertible with the 396 paced the 1967 Indianapolis 500 race .

Summary Continues:

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In December 1966, Chevrolet then quietly released one of the most famous options codes of all time, option Z-28. Unpublicized and unknown by most of the buying public (and most Chevrolet sales people for that matter) and not mentioned in any sales literature, the only way someone could order the Z-28 package was to order a base Camaro with the Z-28. The 1969 Chevrolet Camaro was virtually unchanged as to its structure and mechanical features from that of the '68 model. Highlights were made though, like the door skin, grille, taillights, new fenders, etc. Aside from these, performance equipment were made available making the '69 car the greatest Camaro model. This limited produced car met a healthy profit. Purchase of the vehicle was not that easy because a special order was to be made from its manufacturers. Nevertheless, its sale was extended up to the winter of 1969 and early 1970's. These cars were built in a very limited number so enthusiasts had to make special orders to the manufacturers. Its limited production warmed the hearts of the auto aficionados. So in the course of time, special orders were availed by those who endlessly dreamed owning this muscle car. The Camaro Z28 models are among the finest breed of American sports cars. They come in both coupe and convertible models, each with their own distinct features. For quite a time, the Z28s have been the star among the Camaro trims. These models have proven their claims of being the stunning and almost perfect cars in Chevrolet Camaro's fleet with a number of awards and citations received in its honour's . This makes these car highly sot after. Sales of the 1969 models extended into the winter of 1969 and early 1970; some of these lingering '69s may Though it didn't make it to market until February of 1970, the second-generation 1970½ Camaro would be in production 12 years. The second-generation Camaro's styling was inspired by Ferrari and was also bigger, heavier and no longer available as a convertible. And as the 1970s progressed, it would grow less powerful, succumbing to the pressures of tightening emissions regulations and a fuel crisis. Still based on the Nova, the new Camaro was engineered much like its predecessor in that it still used a uni-body structure with a front sub-frame, leaf springs in the back and A-arms up front for suspension. Those A-arms were freshly designed and the steering gear moved from the back to the front of the front axle, but otherwise the basic mechanical pieces were familiar . Also familiar were most of the engines. The 155-horsepower 250-cubic-inch six was now the Camaro's base engine, followed by the who-cares 200-horsepower 307, the lowliest of V8 offerings. A 250-horsepower two-barrel 350 effectively replaced the 327. Order the SS package and the 350 earned a four-barrel carb and additional compression to reach 300 horsepower. Moreover, SS buyers could pay even more and get a 350- or 375-horsepower 396 big-block V8. As before, the Camaro was offered with Rally Sport or Super Sport equipment or both. The Rally Sport package featured a unique front-end appearance with a split front bumper and a center grille cavity encircled in rubber. The SS again had heavier-duty suspension and the "SS" logos .The star 1970½ Camaro was again the Z/28, now powered by a 360-horsepower high-compression "LT-1" 350. Unlike the high-revving 302 used in the first Z/28s, the LT-1 was easy-going in everyday traffic, still revved with enthusiasm and was now available with an automatic transmission. Car and Driver's test had the '70½ Z/28 ripping to 60 mph in 5.8 seconds and running through the quarter-mile in 14.2 seconds at a full 100.3 mph, though the drivers still found it lacking in bottom-end power .But the glory days of the LT-1 would last just that one year. With emissions regulations growing tougher, GM dropped compression ratios across the board for 1971 and also adopted "net" alongside "gross" power ratings for its engines (by '72, all engines were only net rated).

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Summary Continues:

Though it didn't make it to market until February of 1970, the second-generation 1970½ Camaro would be in production 12 years. The second-generation Camaro's styling was inspired by Ferrari and was also bigger, heavier and no longer available as a convertible. And as the 1970s progressed, it would grow less powerful, succumbing to the pressures of tightening emissions regulations and a fuel crisis. For the 250-cubic inch inline six, the power rating dropped from 155-gross to 110-net horsepower. For the LT-1, the drop was a 30-horsepower plunge down to a 330 horsepower gross and 275 horsepower net. Otherwise, the '71 barely changed from the '70½ model; high-back bucket seats were new, and the rear spoiler on Z/28s was now a larger three-piece unit. Production figures are as follows Style Still based on the Nova, the new Camaro was engineered much like its predecessor in that it still used a unibody structure with a front sub-frame, leaf springs in the back and A-arms up front for suspension. 1973 GM no longer offered the SS option on the Camaro, although the RS and Z/28 options were still available. They included revised front bumperettes, which met the new Federal Safety regulations. A new Type LT option was added as a luxury package and included a V8 (L65) and several trim items. Despite all the drops in performance, production was up! Other notable features: the Z/28 now had an A/C option, and all Camaros had a power window option. The RS was an upgraded trim option and could be added to any Camaro, including the new Type LT. The Z/28 came standard with a 350ci, 245 hp V8. The Type LT was the luxury option and included wood grain trim, improved insulation, and additional lights in the glove compartments and on the instrument panel. It came standard with 165hp and special LT emblems on the inside and out. Those A-arms were freshly designed and the steering gear moved from the back to the front of the front axle, but otherwise the basic mechanical pieces The great leap forward in third-generation Camaro performance came with the introduction of the 1985 IROC-Z, named after the International Race of Champions, which was contested with Camaros. The IROC featured big 16-inch five-spoke wheels and unique graphics. Carbureted versions of the 5.0-liter small-block V8 were still available, but the big improvement came with the fitment of Tuned Port Injection (TPI) to that engine to produce a flexible 215 horsepower. Sadly, the TPI engine could only be had with the four-speed automatic (in either the IROC or the regular Z28). Beneath the Z28, the sport coupe and Berlinetta blustered through 1985 unchanged, except for a new fuel-injected version of the 2.8-liter V6 that now pushed out 135 horsepower. The IROC-Z (the IROC stands for International Race of Champions) was introduced in 1985 and continued through 1990. National Highway Traffic Safety Administration (NHTSA) Regulations required a CHMSL (Center High Mounted Stop Lamp) starting with the 1986 model year. For 1986, the new brake light was located on the exterior of the upper center area of the back hatch glass. For 1987 and later, the CHMSL was either mounted inside the upper hatch glass, or integrated into a rear spoiler (if equipped). In 1987, the L98 5.7 L V8 engine became an option on the IROC-Z, paired with an automatic transmission. The "20th Anniversary Commemorative Edition" was offered in 1987, as well as a "25th Anniversary Heritage Package" in 1992 that included a 305 cu in (5.0 L) High Output engine. Beginning in 1988, the 1LE performance package was introduced, optional on street models and for showroom stock racing in the U.S. and Canada. The B4C or "police" package was made available beginning in 1991. 1989 brought about some nice horsepower increases.

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The TPI 305 5 speed jumped to 230 horse if the dual catalytic converters were ordered, and with dual cats, the L98 350 jumped to 240 horse, with a staggering 345 ft/lbs of torque! The TPI systems changed slightly. For the first time, the 9th cold start injector was no longer used. Visually, nothing changed from the 1988 model. Sport Coupe dropped, replaced by returning RS model. 1989 Chevy Camaro RS now available with LO3 V-8. Headlight pockets on RS no longer painted black. '89 Camaros now came with rear shoulder belts. The Corvette PASS-KEY ignition lock system was adopted for all 1989 Chevrolet Camaros. The base 15 inch IROC wheel was restyled to have the appearance of the optional 16 inch wheel. P245/50ZR-16 tires replaced the P245/50VR-16 tires on the IROC-Z when equipped with the 16 inch wheels. TPI motors got better performing 'Multec' fuel injectors. The exterior of the TPI plenum changed slightly: the ridges on top of the plenum did not extend as far forward. Calibration refinements eliminated the cold start injector. Four wheel disc optioned (J65) IROC-Z's rear brakes were increased in size from 10.5 inch rotors to 11.65 inch rotors with PBR Australian built aluminum calipers and more reliable parking brake actuators. Front discs still had 10.5 inch rotors with Delco-Moraine single piston calipers. G92 option included N10 performance exhaust system (dual catalytic converters) which increased power output by 13% on cars so equipped. For 1989, G92 also required the following options 5.7 TPI motor (B2L) or 5.0 TPI motor (LB9) with 5 speed (MM5) manual. 16 inch wheels (N96) P245/50ZR-16 Goodyear Gator back tires (QLC) Limited slip differential (G80) Rear disc brakes (J65) Engine oil cooler (KC4) G92 and J65 (rear disc brakes) no longer available on IROC-Z convertible. G92 and J65 (rear disc brakes) no longer available on LB9 automatic IROC-Z. 1LE performance package option (option level 0 IROC-Z) became more well-known. 1LE package was obtained by ordering the following Level 1 IROC-Z with 5.0 TPI engine with 5 speed or 5.7 TPI engine Optional axle ratio (G92) (305/3.45, 350/3.27) and its required options. Air conditioning delete (C41) (standard heater). Then the 1LE performance package was installed consisting of Fog lamp delete Aluminum driveshaft (JG1) Performance exhaust system (N10) (dual catalytic converters) Special deflected disc shocks Aluminum spare wheel with smaller spare tire (N64) Larger (11.86 inch) front rotors with Girlock or PBR Australian built HD front dual piston aluminum calipers Special swinging fuel pickup in gas tank and special 18 gallon baffled fuel tank for fuel pickup down to .5 gallon reserve to prevent fuel starvation in hard cornering. Some came with special 16x8 light alloy mesh wheels. (XWL). 111 1989 1LE IROC-Z's were produced. A new progressive throttle linkage was added to give smoother initial acceleration. The throttle had a smaller rate of advance at beginning of travel, and a larger ratio as the throttle was depressed. This basically created a Z28 in more subtle RS styling. 1992 was the final year of the third generation Camaro. A "25th Anniversary Heritage Edition" option had been planned with Corvette aluminum cylinder heads, tubular exhaust headers, and 6-speed manual transmission, but this was scrapped in favor of an option which amounted to nothing more than a graphics package of badges and rally stripes. The Camaro B4C got the addition of 1LE brakes and suspension, making it one of the best performing third generation Camaros. Just under 500 B4Cs were sold. The B4C option was also deemed popular enough to be carried on to the next model. 1992 Z28s also received some of the "left overs" from its Corvette cousin. Some received the cast aluminum style intake runners from the Corvette instead of the regular Camaro smooth tube ones. Most of the 1992 Z28s also received many 1LE components as well, like the popular polyurethane bushings instead of the standard rubber ones, as well as polyurethane transmission mounts. This was also the last year of production at the Camaro's assembly plant in Van Nuys, California as the last Camaro produced was a red Z28 on August 28, 1992.

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CHEVROLET CAMARO PRODUCTION NUMBERS 1973

YEAR	BASE	Z28	RS	SS	LT	BERLINETTA	TOTAL
1973	52,850	11,574	16,133	0	32,327	0	96,751

Total Production: 11,574 (6107 w/Manual Trans, 5467 w/Auto Trans)

1973 Factory Options

RPO	Description	Qty	Retail
1FQ87	Camaro Sport Coupe, 6-cylinder	3,614	\$2,732.70
1FQ87	Camaro Sport Coupe, 8-cylinder	60,810	2,822.70
1FS87	Camaro Type LT Coupe, 8-cylinder	32,327	3,211.70
AK1	Belts, color-keyed seat and shoulder	7,700	14.50
AN6	Adjustable Seat Back, driver side	6,571	18.00
A01	Soft Ray Tinted Glass, all windows	68,254	39.00
A31	Power Windows	217	75.00
B37	Floor Mats, color-keyed front and rear	25,749	12.00
B84	Moldings, body side	30,503	33.00
B93	Guards, door edge	30,046	6.00
C08	Vinyl Roof Cover	31,339	87.00
C24	Windshield Wipers, hide-a-way	9,906	21.00
C50	Defroster, rear window	17,148	31.00
C60	Air Conditioning	49,504	397.00
D34	Mirror, visor vanity	6,285	3.00
D35	Mirrors, sport right and left remote exterior	23,657	26.00
D55	Console	78,616	57.00
D80	Spoilers, front and rear	15,662	77.00
D88	Sport Stripes, hood and rear deck (Z28 only)	6,177	77.00
F41	Suspension, special purpose front and rear	8,322	30.00
G80	Positraction, rear axle	7,190	45.00

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RPO	Description	Qty	Retail
J50	Power Brakes	73,913	46.00
L48	Engine, 350ci, 175hp Turbo-Fire V-8	13,220	102.00
L65	Engine, 350ci, 145hp Turbo-Fire V-8	50,262	26.00
M20	Transmission, 4-speed wide range	6,894	200.00
M21	Transmission, 4-speed close ratio	4,494	200.00
M40	Transmission, Turbo Hydra-Matic automatic	79,404	210.00
N33	Tilt Steering Column	13,177	44.00
N40	Power Steering	64,424	113.00
N65	Spare Tire, space saver	1,314	14.16
N95	Wheel Covers, wire-style	572	82.00
PE1	Wheels, turbine-style	1,592	110.50
P01	Wheel Covers, bright metal	25,345	26.00
QEH	Tires, E78x14 belted white stripe	28,943	28.00
QFC	Tires, F70x14 belted white stripe	26,272	70.00
QFD	Tires, F70x14 belted white letter	20,564	83.00
T60	Battery, heavy duty	7,746	15.00
U14	Special Instrumentation	10,335	82.00
U35	Clock	6,059	16.00
U63	Radio, AM pushbutton	62,137	65.00
U69	Radio, AM-FM pushbutton	25,356	135.00
U80	Speaker, rear seat	33,174	15.00
V01	Radiator, heavy-duty	3,802	14.00
YA7	Emission Equipment, required for California	11,720	15.00
YD1	Axle, trailering ratio	232	12.00
ZJ4	Trailer Towing Package	28	41.00
ZJ7	Rally Wheels	20,011	44.00

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ZJ9	Auxiliary Lighting	12,909	17.50
Z21	Style Trim Group	35,930	56.00
Z22	Rally Sport Package	11,364	118.00
Z28	Special Performance Package	11,574	598.05
Z54	Interior Decor and Quiet Sound Package	25,217	35.00

1973 Colors

Paint Code	Exterior	Vinyl Top	Interiors
11	Antique White	B-Bk-Ch-G-N-R-W	Bk-Bkb-Bkg-Bkw-Ch-G-N-S
24	Light Blue	B-BK-W Bk-Bkb-Bkw-N	
26	Dark Blue	Bk-W	Bk-Bkb-Bkw-N
29	Midnight Blue	B-BK-W Bk-Bkb-Bkw-N	
42	Dark Green	Bk-W	Bk-Bkg-Bkw-G-N
44	Light Green	BK-G-WBk-Bkg-Bkw-G-N	
46	Green-Gold	BK-N-WBk-Bkg-Bkw-G-N	
48	Midnight Green	Bk-G-N-W	Bk-Bkg-Bkw-Ch-G-N-S
51	Light Yellow	Bk-W	Bk-Bkw-N
56	Chamois	Bk-Ch-W	Bk-Bkg-Bkw-Ch-G-N-S
60	Light Copper	BK-N-WBk-Bkw-N-S	
64	Silver	BK-R-W Bk-Bkg-Bkb-Bkw-Ch-G-N-S	
68	Dark Brown	BK-N-WBk-Bkw-N-S	
74	Dark Red	BK-R-W Bk-Bkw-N	
75	Medium Red	BK-N-WBk-Bkw-N	
97	Medium Orange	BK-N-WBk-Bkw-N-S	

1973 Vinyl Top Code

A = White, B = Black, D = Medium Blue, F = Medium Chamois, G = Medium Green, H = Red, T = Light Neutral

Interior Codes: 773 = Bk/v/LT, 774 = Bkb/c/SC, 775 = Bk/v/SC, 776 = Bkw/c/SC, 777 = G/v/SC, 778 = S/v/SC, 779 = N/v/SC, 780 = Ch/v/SC, 781 = Bkg/c/LT, 785 = Bkw/c/LT, 786 = Bkb/c/LT, 788 = N/v/LT.

Abbreviations: B = Blue, Bk = Black, Bkb = Black with blue accents, Bkg = Black with green accents, bkw = Black with white accents, c = cloth, Ch = Chamois, G = Green, LT = Type LT, N = Neutral, R = Red, S = Saddle, SC = Sport Coupe, v = vinyl, W = White.

Body:

The Body of this car all steel most of the factory decals are still present. The body has under gone a complete restoration with no filler. The body on this car is straight and solid. All of the trim tags and vin tag are still intact as well as all other badges. The undercarriage is also in excellent condition with no damage or rust present with a great deal of attention to detail. The bumpers in excellent condition all of the mouldings are in excellent condition.

Paint:

The paint is not original to the car but it is the original colour . The car is painted Blue with white rally stripes .The paint is in excellent it shows no signs of age. There may be minor scratches and blemishes on the pain surface but they are hardly noticeable.

Wheels:

The wheels are aftermarket American racing torque thrust 5 spoke 17 inch in like new condition. The owner has Factory rally wheels beauty in excellent condition.

Tires

After market front tires P 235 /50/17 Radial tires 99% tread left on the tires .

Transmission:

4speed manual transmission M21 close ratio. The transmission is thought to be numbers matching to this car in good working condition . The transmission has been rebuilt back to factory specs. The rear end is original rebuilt 373 possi - traction

Glass:

Side windows are all original glass and in excellent condition. The Windshield is tinted and a after market replacement. The rear window is also in excellent condition.

Radio:

Aftermarket Am / Fm CD good working condition.

Exhaust:

Exhaust is aftermarket replacement duel duel flo masters an headers in good condition .

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Chrome:

The mouldings and trim are original to the car and is excellent condition and have been. As well as the bumpers are in good condition.

Engine:

This particular car is powered by a 350 V8 4bbl 350 -.HP The engine is thought to be original numbers matching to this car . the engine has been rebuilt during the restoration . The engine and engine bay have been detailed and painted. The engine runs excellent with there are no sign of oil leaks or other defects with no smoke from the exhaust. There has also been MSD ignition added.

Interior:

The Interior is Black in colour . The interior is all new during the restoration. The Seats original bucket seats in new condition with no rips or tears. All gauges are working an in tack. The dash pad head liner and center console are original and the door Panels carpet and package self in excellent condition .

Mechanical:

Mechanically this car is in excellent condition the engine runs perfectly. All brake have been inspected in excellent condition The Front and rear suspension are in excellent condition and replace parts are with original OEM . The Radiator and all the hoses have also been replaced with original OEM parts.

Value: \$

Appraised By Daniel Sporbeck
Business Number 120798590

Special Note: This appraisal was the opinion of the appraiser listed above. The appraiser is not responsible for any financial loses All information was accurate on the date of the appraisal. All information was derived for current market values wholesale and retail





Trunk View



Vin Tag



Odometer Reading



Trim Tags





Interior



Interior



Interior



Engine Bay



Undercarriage